

## § 25.793

(e) Symbols that clearly express the intent of the sign or placard may be used in lieu of letters.

[Amdt. 25-72, 55 FR 29780, July 20, 1990]

### § 25.793 Floor surfaces.

The floor surface of all areas which are likely to become wet in service must have slip resistant properties.

[Amdt. 25-51, 45 FR 7755, Feb. 4, 1980]

### § 25.795 Security considerations.

(a) *Protection of flightdeck.* If a flightdeck door is required by operating rules, the door installation must be designed to:

(1) Resist forcible intrusion by unauthorized persons and be capable of withstanding impacts of 300 Joules (221.3 foot-pounds) at the critical locations on the door, as well as a 250 pound (1113 Newtons) constant tensile load on the knob or handle, and

(2) Resist penetration by small arms fire and fragmentation devices to a level equivalent to level IIIa of the National Institute of Justice Standard (NIJ) 0101.04.

(b) [Reserved]

[Doc. No. FAA-2001-11032, 67 FR 2127, Jan. 15, 2002]

## EMERGENCY PROVISIONS

### § 25.801 Ditching.

(a) If certification with ditching provisions is requested, the airplane must meet the requirements of this section and §§ 25.807(e), 25.1411, and 25.1415(a).

(b) Each practicable design measure, compatible with the general characteristics of the airplane, must be taken to minimize the probability that in an emergency landing on water, the behavior of the airplane would cause immediate injury to the occupants or would make it impossible for them to escape.

(c) The probable behavior of the airplane in a water landing must be investigated by model tests or by comparison with airplanes of similar configuration for which the ditching characteristics are known. Scoops, flaps, projections, and any other factor likely to affect the hydrodynamic characteristics of the airplane, must be considered.

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(d) It must be shown that, under reasonably probable water conditions, the flotation time and trim of the airplane will allow the occupants to leave the airplane and enter the liferafts required by § 25.1415. If compliance with this provision is shown by buoyancy and trim computations, appropriate allowances must be made for probable structural damage and leakage. If the airplane has fuel tanks (with fuel jettisoning provisions) that can reasonably be expected to withstand a ditching without leakage, the jettisonable volume of fuel may be considered as buoyancy volume.

(e) Unless the effects of the collapse of external doors and windows are accounted for in the investigation of the probable behavior of the airplane in a water landing (as prescribed in paragraphs (c) and (d) of this section), the external doors and windows must be designed to withstand the probable maximum local pressures.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-72, 55 FR 29781, July 20, 1990]

### § 25.803 Emergency evacuation.

(a) Each crew and passenger area must have emergency means to allow rapid evacuation in crash landings, with the landing gear extended as well as with the landing gear retracted, considering the possibility of the airplane being on fire.

(b) [Reserved]

(c) For airplanes having a seating capacity of more than 44 passengers, it must be shown that the maximum seating capacity, including the number of crewmembers required by the operating rules for which certification is requested, can be evacuated from the airplane to the ground under simulated emergency conditions within 90 seconds. Compliance with this requirement must be shown by actual demonstration using the test criteria outlined in appendix J of this part unless the Administrator finds that a combination of analysis and testing will provide data equivalent to that which would be obtained by actual demonstration.

(d)-(e) [Reserved]

[Doc. No. 24344, 55 FR 29781, July 20, 1990]